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INTELLIGENCE

DOT estimates its new Transportation Security Administration will need 41,300 employees in fiscal 2003, according to the administration's budget summary released in advance of yesterday's briefing on the numbers. Most of that figure is made up by the screeners TSA believes it will need, and although the figure is higher than earlier estimates of 28,000-30,000, other observers think it could grow higher still. For more on the budget proposal, *see story, p. 4.*

FedEx Hub Project Faces Legal Hurdles

An opposition group bitterly objecting to a new mid-Atlantic region FedEx cargo hub at Piedmont Triad International Airport has filed a legal challenge to block it.

The Alliance for Legal Action filed a petition Jan. 17 challenging FAA data on environmental impacts of the project, which would add a 9,000-foot runway to Piedmont Triad's existing 10,000-foot runway and 6,380-foot crosswind runway (*Airports*, Jan. 15). FedEx plans to sink \$500 million into the deal, including building a 736,000-square-foot sorting and distribution facility, which later would be expanded by 509,000 square feet. FedEx maintains that the new runway would be needed to adhere to shipping deadlines requiring there be no more than 15 minutes between pushback and takeoff.

The FAA recently issued a record of decision approving the expansion.

But alliance members say the expansion would bring "unbearable" nighttime noise from the cargo aircraft, reduce home values, create traffic congestion, add to area air pollution, contaminate water through chemical run-off and eliminate 300 acres of water collection surface area. The group has hired the Washington, D.C., law firm Terris, Pravlik & Millian to represent it; the firm expects to file a brief with the U.S. 4th Circuit Court in early April, according to a spokesman with the firm. If airport officials go forward with construction, the alliance will seek an injunction, he said. According to comments filed Dec. 17 by the alliance, FAA hasn't adequately justified the need for a new runway, much less one 9,000 feet long, since there will only be about 200 flights annually.

"We're concerned any time there's a legal situation," said Ted Johnson, executive director of Piedmont Triad International Airport (PTIA). The legal wrangling could take as long as 18 months or more, he said. But even if the project is slowed down, Johnson doesn't think the legal maneuvering will terminate it.

Officials completed the project's environmental impact statement last November and construction of the project was initially slated to begin later this year. Design work, including the 9,000-foot runway and relocating a portion of a road, likely will be completed this spring, he said. The entire hub expansion could be completed in about four to five years.

Kimberly Johnson (kimberly_johnson@aviationnow.com)

State Experiment, 4,000 Free Acres Launch Airport Project

An airport expansion plan for Panama City-Bay County International on the Florida panhandle has turned into a full-scale relocation project, partly through two unusual events: the donation of 4,000 acres for the project and the use of a state program intended to demonstrate the advantages of regional planning. That process, called sector planning, examines the regional impact of large infrastructure projects as much as 50 years in advance and helps protect other areas from heavier development in exchange for approval.

The result could be a new airport by 2006 on 4,000 acres, with an 8,400-foot main runway for commercial traffic and a 4,400-foot crosswind runway for general aviation. Initial plans are to use about a quarter of the site, leaving the option to expand. "If the charter market develops, we could easily expand the runway up to 11,000 feet," airport Executive Director Randy Curtis said. Beyond (Continued)

Mid-Atlantic (Cont.)

20 years, a third runway could be added. The current airport will be closed and sold to developers, which will help fund the new one.

Even the initial stage will improve conditions over the current airport, which has a 6,300-foot runway with only a 57-foot safety area in one direction and an 850-foot safety area in the other. Both are below FAA standards adopted in 1988 requiring a 1,000- by 500-foot safety area, but "grandfathering" older runways. Panama City Bay County Airport is hemmed in by highways, homes and businesses around much of its periphery and the West Bay, leading to the Gulf of Mexico, to the south. The airport is served by Delta Connection (both ASA and Comair), Northwest Airlink, and US Airways Express.

Airport officials confronted an expensive and politically daunting fight to expand the airport into the bay when they examined the issue in 1996. Around the same time, the St. Joe company was changing its primary business from the timber industry to developing the vast amount of real estate it owns in the Southeast U.S., including around half of the local county. But low levels of air service limited the potential of St. Joe's plans, so it donated the site.

The new state "sector planning" process also helped. Passed by state lawmakers and signed into law several years ago, it is intended to prevent the "urban sprawl" that developed around places like Ft. Meyers, Curtis said. Under the law, five demonstration projects create a system comprising a planning "overlay" that takes a general view of how land should be developed and that could be part of a local, comprehensive plan. "One advantage to us of this process is that it allows us input into land use surrounding the airport," Curtis said, "so we don't end up in 15 years with homes at the end of the runway."

Another is that the broad planning could protect other areas from development. This has eliminated a significant amount of opposition from environmentalists, according to Bechtel's Bob Cone, whose company is project manager for the airport, leading a group of 12 firms. "Basically, it saves West Bay," he said. "The environmentalists think the West Bay is the most diverse habitat in all of Florida, and their whole emphasis on this project is to save it." Cone said mitigation for the airport "could become the initial phase of something that could become the largest, recent land conservation [project]," possibly up to an area of 35,000 acres. West Bay is a "coastal dune lake," according to an airport spokeswoman, an unusual and ecologically diverse environment. The sector planning experiment takes the place of a "development of regional impact" or "DRI" process, which is the customary state review of large infrastructure projects. But normally DRI focuses mainly on the project site alone.

Curtis said his facility has missed a number of opportunities for new scheduled and charter service because the runway is too short for larger aircraft, and even too short for maximum efficient use of narrowbodies like the 737 or MD80, especially in hot weather. The area is a popular outdoor tourist destination, and the limited aviation options have turned it, according to state surveys, into the first- or second-highest-rated "drive site" in Florida.

Early funding estimates are divided into three sources: \$70 million from FAA, \$70 million from the state, and \$70 million from local sources, which includes the value of the land donation, selling off the old airport and bond sales. One estimate for the value of the current airport's land is \$30 million. Depending on FAA approvals, land preparation could begin next year.

The George Washington University Aviation Institute last summer awarded a "Captain of American Aviation" honor to airport authority Chairman Don Crispin for his leadership in spearheading the airport relocation project.

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NATCA: AMASS System At Logan Is Working

A ground-level runway alert system at Boston Logan International Airport has warned air traffic controllers about potentially dangerous situations, according to the National Air Traffic Controllers Association (NATCA). The Airport Movement Area Safety System (AMASS) is used by air traffic controllers to provide an audible and visual alert of potential runway conflicts. The system was commissioned last June. In November, NATCA said, the system prevented a potentially hazardous situation when a business jet landed and taxied on an active runway ahead of an Airbus A300. AMASS alerted the air traffic controllers, who instructed the A300 to go around. The system also alerted two F-15 fighters that were following the diverted Boeing 767 with the suspected shoe bomber John Reid on board that they were following too closely as the 767 landed.

"These were clear-cut examples of the system doing its job," said Dan Ellenberger, NATCA's national AMASS representative. "We stand by this equipment."

While FAA has not released data on the Logan International AMASS system, it applauds the controllers' release of that information, said an agency spokesman. Ever-increasing runway incursions, which had jumped from 186 in 1993 to 431 in 2000, prompted intense scrutiny and criticism on FAA by U.S. lawmakers (*Airports*, July 3). More recent figures show that the rate of incursions is down (*Airports*, Jan. 22). But FAA is years behind schedule in installing AMASS, which has prompted lawmakers along with the National Transportation Safety Board (NTSB) to scold the agency for not doing enough to prevent accidents (*Airports*, Sept. 11). According to FAA, 13 AMASS systems are operational at sites including Chicago, San Francisco, Detroit, St. Louis, Seattle, Los Angeles and Salt Lake City.

FAA Readies Land Condemnation To Add Runway Safety Zones

FAA is likely to pursue land condemnation in Stratford, Conn., and may seize a portion of a busy Stratford street outside the airport so Sikorsky Memorial Airport can reconfigure its existing runway. The airport is not owned by Stratford but by nearby Bridgeport, Conn.

Eight people have died from accidents over the past decade on Sikorsky Memorial's 4,800-foot runway, which airport operators say is at the end of its serviceable life and desperately needs refurbishing. According to Airport Manager John Ricci, FAA standards require the installation of safety areas at each end of the landing strip — a requirement that would be impossible with the current runway design bordered by a blast fence at one end and tidal wetlands at the other. Sikorsky Memorial now has a plan to shift the runway by 600 feet to allow the installation of a new runway with safety zones, along with an approach-light system. But the project would require a "considerable change" in the road configuration of Main Street in the Town of Stratford, Ricci said.

FAA supports the measure and, according to a Jan. 23 letter to Ricci, is prepared to do what it can to make sure the safety changes are made. "Be assured, however, that the FAA intends to pursue the proposed safety enhancements with diligence," said FAA Airport Division Manager Vincent Scarano. FAA will first attempt to negotiate with Stratford and the State of Connecticut for rights to the road, he said. "If that fails, the FAA will invoke its condemnation authority to take the roads." FAA rarely uses its power to condemn land, and if it uses that power in this situation, it could mean the \$18 million project would be done in about two years, Ricci said.

But the Town of Stratford is working to block the project and has filed an appeal against FAA's approval of it. According to Stratford Town Manager Mark Barnhardt, the dispute between the town and the airport it doesn't own is about half a century old and goes deeper than the fight over the road. "The community has the burden of hosting the airport, but derives little from that responsibility," he said, saying that the facility does not pay taxes. Furthermore, he added, with the proposal, the airport would take over more land that will be removed from tax rolls. The road is heavily traveled and the new configurations could slow response times for emergency vehicles, he said.

The Transportation Security Administration is making 15 U.S. airports "laboratories" for studying new procedures and technology over a six-week period, another move to improve security at the 429 airports with scheduled commercial service. The facilities join Baltimore-Washington International, the first airport to be used in this way. The airports are Anchorage Stevens International, Atlanta Hartsfield; Baltimore-Washington International; Boston Logan; Charlotte/Douglas International; Chicago O'Hare; Dallas-Ft. Worth International; Grand Rapids Ford, Mich; Louisville International; Minneapolis-St. Paul International; Mobile Regional, Ala.; New York Kennedy; Orlando International; San Francisco International; and Spokane International, Wash.

Snapshots



Rep. John Culberson (R-Texas) is trying to rally support among House members for a "trusted traveler" program to expedite security procedures with the production of biometric identification cards for passengers. "These plastic 'smart cards' would allow law-abiding U.S. citizens who travel frequently to become trusted travelers and be subjected to less rigorous screening procedures than other passengers," and would help TSA keep its goal of security-screening delays lasting no longer than 10 minutes, he said in a Jan. 29 "Dear Colleague" letter distributed in the House.

FAA declared a VFR flight ban within a 25-nautical-mile radius of Washington, D.C., around 4:45 p.m. Jan. 29, about 4 1/2 hours before President Bush's State of the Union speech, angering some in the aviation community. Phil Boyer, president of the Aircraft Owners and Pilots Association, said he was troubled that "a vital homeland security decision about an event scheduled months in advance was made at not just the proverbial eleventh hour, but operationally beyond any reasonable time pilots would expect such notification." Nine airports were affected, including Washington Dulles, but not Washington Reagan National, since all flights there are under positive IFR control.

Philadelphia International opened a 207-foot-high ramp control tower, the first part of the airport's \$450 million International Terminal scheduled to open this fall. The tower has more than 7,000 square feet of space with four operational floors and by itself cost \$15 million. The new International Terminal is an 800,000-square-foot, four-level facility that will have 13 new international gates, 12 for widebodies and a tripling of federal inspection services.

Security costs have risen more than 100% at San Jose Mineta International at the same time that traffic has fallen 20%, according to airport officials, who made the statements while applying for a \$12.2 million security grant from a \$175 million pool that Congress has already appropriated. The airport is trying to recover costs of increased law enforcement and airport personnel overtime, contract services, equipment and temporary terminal modifications. Airport officials also estimate that it will cost \$145 million to help meet the goal of screening all checked bags by the end of this year. That estimate includes terminal modifications for more CTX machines, changes to security checkpoints, baggage systems and security for parking and airfield perimeters. The costs do not include acquisition of the machines, which will be funded by TSA.

AIP Steady, TSA Grows In Bush DOT Budget Request

The Bush administration's proposed fiscal 2003 budget includes \$14.0 billion for FAA, a 1.6% decline from this year's \$14.3 billion that reflects the effect of transferring security functions from the agency to the new Transportation Security Administration. Airport Improvement Program funding increases slightly to \$3.4 billion.

TSA was appropriated \$1.3 billion from its inception on Nov. 19 through the end of this fiscal year, and the administration requests \$4.8 billion for all of 2003. That total includes estimated fee collections of \$2.2 billion from both passenger fees and air carrier fees. TSA is responsible for more than just aviation security, but its best-known role is probably that of hiring, training and managing upwards of 40,000 screeners at 429 airports, a responsibility it is to fully assume by Nov. 19.

Key budget items include:

- Airport Improvement Program, \$3.4 billion, up from \$3.3 billion in fiscal 2002 as directed by AIR-21. The figure includes \$68 million for administrative expense, \$16 million for airport-related technology research, and \$83 million to help fund the Essential Air Service Program. The budget allows the hiring of additional support staff to speed environmental reviews, a top aviation priority before Sept. 11.

- FAA Operations, \$7.5 billion, up from \$7.3 billion this fiscal year. The figure excludes civil aviation security, now TSA's duty.

- Facilities and Equipment, \$3 billion, up from \$2.9 billion. It includes \$2.88 billion for FAA and \$124 million for TSA, to continue improvements and modernization of the national airspace system.

TSA responsibilities in addition to passenger screening include cargo screening, expanding the federal air marshal program, and creating a new cadre of federal security directors at airports. DOT said the number of federal air marshals, who are armed law-enforcement personnel on board flights, is classified and thus not included in public documents.

DOT's total budget request, which includes other modes such as highways and the U.S. Coast Guard, is \$59.3 billion. Apart from a reduction in highway spending mandated by tax receipt provisions of the law known as TEA-21, the department said this was an increase of \$4.7 billion.

Federal Aviation Administration Budget (Dollars in Millions)

	2001 Actual	2002 ^{2/} Enacted	2003 ^{3/} Request
Operations	6,841	7,273	7,482
Emergency Supplemental	123	200	0
Facilities & Equipment	2,666	2,932	3,000
Emergency Supplemental	0	108	0
Research, Engineering and Development	189	198	127
Emergency Supplemental	0	50	0
Airport Grants	3,199	3,303	3,404
Emergency Supplemental	0	175	0
Total ^{1/}	13,018	14,238	14,012

^{1/} Includes estimated accrual payments of \$382 million in FY 2001 and \$405 million in FY 2002 for civil service retirement and health benefits.

^{2/} Includes emergency supplementals, but not FY 2001 balances from Emergency Response Fund (\$351 million for Operations, \$87.5 million for F&E and \$50 million for the Aviation Insurance Revolving Fund).

^{3/} 2003 total excludes \$458 million that was in 2002, now shifted to the Transportation Security Administration.

Airport Development**Mexico City Airport Proposal Could Work With Remediation, FAA Says**

An FAA official says that Mexico's proposal to build an airport in an area of wetlands known to attract migratory birds could be made feasible with environmental remediation. The project, to be built in the Texcoco region just outside of Mexico City, has generated strong opposition and statements by local citizens promising violence to keep their land (*Airports*, Jan. 29).

FAA biologist Ed Cleary and Department of Agriculture biologist Richard Dolbeer have been working with Mexican officials since 1996 on the project, providing technical assistance regarding bird strikes in the Texcoco region. The former lakebed area, about 10 miles outside Mexico City, is home to as many as 77,000 birds in winter months and would need to be drained to be suitable for construction of the new airport. Mexican officials say the current airport will be unable to handle any growth in about five years when it reaches 320,000 operations a year, and hope to build the planned three-parallel-runway facility by then, closing the old one. Some local residents say the land is unsuitable for such a facility and would destroy an essential wildlife habitat.

But from a technical standpoint regarding threat of bird strikes, the airport could be built, Cleary and Dolbeer say. "We believe that an airport can be constructed on the Ex-Vaso de Texcoco site at which aircraft can operate without a significant bird strike

threat, provided that habitats attractive to birds are not allowed within 3.2 km (2 miles) of aircraft ground movement areas, and that conditions are not created that would encourage birds to over fly the airport or move through the airport's approach or departure airspace," they wrote in a February 2001 report. They add that the loss of habitat should be offset by the creation of wetland habitats away from the airport. While the team routinely studies conflicts between wildlife and aircraft, Cleary admits that this project is different. "It's the first time we've looked at a site where an airport might be built," he told *Airports*.

In addition to making suggestions for the proposed site, Cleary and Dolbeer gave officials advice on cleaning up the current Mexico City International facility to reduce the threat of bird strikes, and they say the government is making progress. But Dolbeer says their role is strictly to provide technical assistance. "It is not our role to police their actions and follow up," he said. "We're scientists, we're not airport inspectors."

Despite the narrow scope of research conducted by Cleary and Dolbeer, environmentalists are concerned that the Mexican government is mischaracterizing the data as a U.S. endorsement of the project, and have asked DOT to clarify the U.S. position. An FAA spokeswoman said the role of the technical assistance was not meant to be an endorsement.

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Senate Lawmaker Pushes DOT For More Airport Involvement in Security

Airport operators must be consulted for valuable expertise and considered partners in implementing airport security mandates, Sen. Max Cleland (D-Ga.) wrote DOT Secretary Norman Mineta last week.

Consultation and communication between 429 airport operators and the Transportation Security Administration (TSA) should begin immediately, Cleland told Mineta in a Jan. 28 letter. Current discussions between TSA and airport operators and some operators "is not broad enough in scope to provide comprehensive information to the TSA," he said. And DOT "Go Teams" working on security matters are composed of federal personnel and consultants, not representatives from the industry's most prominent trade groups: the Airports Council International-North America (ACI-NA) and American Association of Airport Executives (AAAE).

A number of airport industry officials have claimed they feel shut out of security discussions under way in the federal government and the Transportation Security Administration in particular, a point made recently by Airports Council International-North America president David Plavin (*Airports*, Jan. 29).

Cleland wants to change that. "For us to succeed in providing the highest level of security for the traveling public, it is imperative that airport operators are directly involved in the formulation and implementation of the operational procedures that the Federal Security Directors (FSDs) will follow at each airport," Cleland wrote Mineta. "Each airport is both physically and operationally distinct with individual strengths and challenges from a security standpoint, and so the broadest possible consultations are, in my view, essential."

AAAE and ACI-NA are focusing lobbying efforts on this issue and are encouraged that it is gaining speed, an AAAE spokeswoman said.

Rep. John Culberson (R-Texas), also a supporter of airport operators gaining more input into security measures at their facilities, believes the issue is bipartisan, which is a "good starting point," according to a spokesman for the congressman.

Manchester International Faces Labor Strike

Manchester Airport, U.K., is bracing for strike action early this week in a dispute over job cuts with the workers' union, which says safety and security are being seriously threatened.

The Transport and General Workers' Union (T&G) said 1,100 of its members would stop work for one-to two-hour periods on Mondays, Thursdays and Saturdays between Feb. 4 and Feb. 16. If no agreement with the municipally owned company is reached, the strikes will continue.

"Savage cuts to safety and security, which have the implicit support of Labor councilors on the Manchester Airport Board, pose a real threat to passenger and staff safety in the future at the airport," said T&G Regional Secretary Dave McCall. "Passenger numbers have increased by 26.3% over the last five years but it now seems that future growth is to be achieved by cutting safety and security costs." According to the union, 590 security workers face layoffs if they don't accept pay cuts of 40%, increase working hours and reduced holidays. McCall said this was "an alarming development" and far worse than the 200 originally discussed by airport management. Meanwhile, executives and managers at Manchester Airport have received pay rises of at least 50%, ranging from \$43,000 to \$129,000, the union said. Manchester Airport Group's attempt to increase profits by cutting security was "incredible" in light of the public's airport security fears following the Sept. 11 terrorism attacks, the union added.

Manchester Airport Aviation Services (MAAS), the trading arm of the airport group that brings together all the major services needed to operate Manchester Airport, says about 210 operational security officers had signed up to the new terms and conditions of employment voluntarily. David Teale, managing director of MAAS, said, "The present rosters have at least a 25% inefficiency, which means, at best, that security employees at the airport are only working for three-quarters of the time they're paid for." Teale said that all changes to security workers' contracts would be made only in full consultation with the union. But T&G declined MAAS's offer of week-long intensive negotiations to settle the dispute, he said.

"The proposed changes in security will not affect the number of staff on duty, and stringent government security standards will be upheld at all times," Teale said. The Manchester Airport Group of companies is now the second largest airport operator in the U.K., with airports at Bournemouth, East Midlands, Humberside and Manchester.

Prague News Agency - Special to Airports

China's Airports Team Up As International Development Group

Beijing Capital International Airport (BCIA) and Tianjin Bihai International Airport (TBIA) plan to team up to form a new business unit that will work with all companies under the jurisdiction of the Civil Aviation Administration of China (CAAC) to develop airports in the country.

The two airports would form China's first large-scale interregional airport group that would not only be involved in the management of some of the country's airports but also provide services related to investment, design and construction and refurbishment of airports. Once in place, the group would offer service to the municipal authorities where new airports are to be built or refurbishment of existing facilities. No date has been set for the merger, which requires the approval of the municipal governments and CAAC.

Last October, CAAC urged domestic airports in the country to privatize, merge or form joint ventures with airlines so as to be less dependent on government subsidies to offset losses. Unless the government sets a dateline, making it mandatory for the mergers of the loss-making facilities, the operators are unlikely to make the move. CAAC estimates that 85% of the 146 airports operating in China are losing money. In the past domestic airports have over-projected their expansion requirements, thus incurring heavy expenditures, which have resulted in their inability to recoup investments due to low traffic volumes. To curb unnecessary spending of public funds, CAAC has made it mandatory that it approves all proposed expansion plans.

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Third International Airport Planned For Myanmar

The Myanmar government has approved construction of the country's third international airport in Bago, 50 miles north of Yangon, the capital city. Bureaucracy and lack of funds had hampered the plans, which have been under way since 1994. Cost is expected to escalate due to the delay. Earthworks have been completed and construction is slated to start in the second quarter of the year. Construction is expected to take four years with operations targeted for early 2007. The facility, which will be known as Hanthawaddy International Airport, will have a 12,000-foot runway, duty-free arcade, airline offices and cargo handling. Myanmar's second international airport opened last May in Mandalay, the country's second largest city.

Companies And Contracts

Vistant Corp., San Diego, sold San Diego International Airport an automated dispensing system it says will aid security by helping to control, track and manage tools and parts used by maintenance workers within the airport terminal's secure areas. Vistant said San Diego is the first airport in the country to use its products for security purposes. Vistant is a wholly owned division of Cardinal Health, Inc. The way the system works is: A maintenance worker identifies himself at a computerized cabinet with a biometric fingerprint scan and requests a specific tool on the system's touch screen. The system dispenses a single tool — such as a screwdriver or wrench — records the transaction and can send an electronic notification if a worker leaves his shift without returning the tool to the system.

World Fuel Services posted net income for the third quarter of its fiscal 2002 of \$4.5 million, or 42 cents per diluted share, a 31% increase from \$3.4 million, or 32 cents per diluted share, for the same quarter in the previous fiscal year. World Fuel Services Corp. provides fuel and services at more than 1,100 airports and seaports worldwide.

IMPCO Technologies said it is working with Ontario, Calif.-based Certified Aviation Services to begin converting ground support equipment at airports to clean-burning gaseous fuels. IMPCO is launching a marketing campaign aimed at the impending Clean Airport program being established by federal, state and local government agencies and the Air Transport Association. Roger Burrows, director of global sales for IMPCO's Engine Systems Division, said, "Upgrading and converting from gasoline or even diesel power to clean-gaseous fuel power offers the airline industry many benefits: reduced exhaust and particulate matter emissions, extended life-cycle of the equipment, proven lowered maintenance costs and valuable capital expenditures — to name just a few."

Bay Chaleur Airlines of Charlo, New Brunswick, Canada, has been granted a license by the Canadian Transportation Agency to operate domestic small aircraft services, in a process initiated by the Charlo Airport Commission. Bay Chaleur will link Charlo Airport with regularly scheduled services to points in central Canada. The airport commission has been working to regain air service at its facility since the beginning of 2001, and expects to announce further details of the air service within the next few weeks.

Abe Dortheimer opened a new A&W Restaurant in Terminal C at Newark International Airport, the first A&W Restaurant in New Jersey, according to restaurant representative Yorkshire Global Restaurants Inc. Dortheimer also operates a Seattle's Best Coffee and Wetzel's Pretzels in Terminal B of the airport.

Midway Airlines last week launched nonstop service between Raleigh-Durham International Airport and Washington Reagan National Airport. Raleigh-Durham, N.C.-based Midway operates two nonstop flights each weekday using Boeing 737-700 aircraft.

American Eagle is scheduled today to begin regional jet service from Oakland to Los Angeles International Airport, offering six daily roundtrip flights using 44-seat Embraer ERJ-140 aircraft. Eagle President Peter Bowlere said, "Bringing these jets to Oakland will allow us to connect passengers to Los Angeles for service to other Eagle cities including Santa Barbara, San Diego and Palm Springs, as well as American's non-stop service to London Heathrow."

LaBarge, Inc. reported that fiscal 2002 second quarter net sales jumped 17% to \$31.5 million compared with \$26.9 million for the same period one year ago. Second quarter net earnings rose 65% to \$1.2 million, or eight cents per diluted share, compared with \$726,000, or five cents per diluted share, for the fiscal 2001 second quarter. Among other businesses, LaBarge builds electronic assemblies for use in automated airport checked baggage inspection systems, for which it recently won contracts from PerkinElmer worth more than \$10 million (Airports, Jan. 29).

Airport Business Opportunities**Architectural/Engineering Consultants**

The City of Los Angeles, Los Angeles World Airports is issuing a Request for Proposal (RFP) to be submitted before 2 p.m. Feb. 25 seeking qualified architectural/ engineering consultants to provide on-call services including, but not limited to, planning, design, engineering, preparation of plans and specifications and construction administration services for modifications at LAX and ONT Airports to accommodate new FAA security requirements. The pre-proposal conference has been scheduled for 10 a.m. Feb. 14 in the Samuel Greenberg Board Room of the Los Angeles World Airports' Administration Building, located at #1 World Way, Los Angeles, Calif. 90045. Please note that LAWA does not email or fax copies of RFP. Companies wishing to receive the RFP should send a written or fax request to Richard Wells, Chief of Airport Planning and Development, Los Angeles World Airports, Project Planning and Development Division, 2nd Floor, 1 World Way, Los Angeles, Calif. 90045, Attention: Jay Vaswani, facsimile: 310-646-0657. The RFP also can be downloaded at www.lawa.org; click on Business Opportunities. Proposals are to be submitted to the Project Planning and Development Division, 2nd Floor, Room No. 208, 1 World Way, Los Angeles, Calif. 90045. Los Angeles World Airports has an affirmative action policy, as well as a policy to provide minority, women, disadvantaged and other business enterprises opportunities to compete for and to participate in the performance of all department contracts. For additional information regarding the RFP, please contact Jay Vaswani at 310-417-6408, facsimile 310-646-0657, or e-mail jvaswani@lawa.org.

Interior Landscaping Service

The City of Manchester, N.H., Department of Aviation is soliciting requests for interest (RFI) until 1:30 p.m. Feb. 15 from qualified firms interested in providing first-class interior landscaping services for the 208,000-square-foot Terminal Building located at Manchester Airport. The selected service provider is expected to provide exceptional interior landscaping services that enhance and complement the design and layout of the terminal. The selected service provider should consider the airport terminal a showcase of the provider's interior landscaping services. For more information and a copy of the RFI, interested parties should contact David B. Bush, Assistant Airport Director, Property and Contract Management, Manchester Airport, One Airport Road, Suite 300, Manchester, N.H. 03103-3345; telephone 603-624-6539; facsimile 603-666-4101. Completed responses to this solicitation must be received by 1:30 p.m. on Friday, Feb. 15.

Explosives Detection Systems Screening Information Request

FAA has issued solicitation No. 2266; the Security Equipment Integrated Product Team (SEIPT) plans to issue a Screening Information Request for certified explosives detection systems (EDS). The EDS must be designed to allow for both full and partial integration into an airport baggage handling system. Contact is Kimberly Branch, FAA Headquarters, telephone 703-796-7118; email kimberly.branch@faa.gov. The full announcement is available at www.asu.faa.gov/faaco.

Plant Maintenance

Albany County Airport Authority invites bids until Feb. 28 on contract No. 395, plant maintenance services. A non-mandatory pre-bid meeting will be held at 2 p.m. Feb. 20 in the authority's conference room located at the Albany Airport Administration Building, Second Floor, Room 2002. Documents may be examined starting Feb. 8 at the Airport Authority Office, ARFF Building, Room 204, Second Floor, Albany, N.Y. 12211 and in other sources, including Dodge Reports and the Capital District Minority Contractor's Association, and can be obtained at the airport authority purchasing office with a payment of \$10 payable to the Albany County Airport Authority.

Each business opportunity notice is published once free of charge as a service to Airports readers. Due to space limitations, we reserve the right to edit lengthy notices. To place an item, contact Chris Fotos at 202-383-2373, fax 202-383-2438 or e-mail airports@aviationnow.com.

FAA Notices In The Federal Register

Feb. 4...Proposed to rule and invited public comment on the release of land at King County International Airport. King County International Airport is proposing the release of approximately .9 acres of airport property to allow the Museum of Flight a transportation corridor, which will provide off-airport access for the occasional movement of large display aircraft to a new off-airport museum building, provide for required fire access lanes and in support of a museum building expansion. All building expansion is being done off airport property. The transfer is necessary to allow improvements on the aircraft tow route by the museum. The property is being exchanged in-kind for museum property of a similar value. All costs associated with the exchange will be born by the museum. The exchange is advantageous to civil aviation for several reasons. One 20-year-old hangar will be replaced with a new one. A second 20-year-old hangar will be relocated and reconstructed using current building codes. All existing tenants will be accommodated in equal or better facilities. Approximately 35 new general aviation tie-downs will be added to King County International Airport. Send comments by Feb. 25 to J. Wade Bryant, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Ave. S.W., Suite 250, Renton, Wash. 98055-4056. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Cynthia Stewart, Airport Manager, King County International Airport, 7233 Perimeter Rd. South, Seattle, Wash. 98108.

Feb. 4...Proposed to rule and invited public comment on an application to impose and use the revenue from a passenger facility charge at Juneau International Airport. Comments are due March 6, and FAA will approve or disapprove the application, in whole or in part, by April 25. Send comments to Byron K. Huffman, Manager, Alaskan Region Airports Division, 222 West 7th, Box 14, Anchorage, Alaska 99513. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Allan A. Heese, Airport Manager, Juneau International Airport, 1873 Shell Simmons Drive, Juneau, Alaska 99801.

Application number: #02-06-C-00-JNU.

Proposed charge effective date: July 1, 2002.

Proposed charge expiration date: May 1, 2005.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$3,171,559.

Brief description of proposed project: (*Impose only*): Construct snow removal equipment building; Construct runway safety area Phase II — mitigation and construction; Develop Northwest Quadrant. (*Impose and use*): Rehabilitate access road (Cessna Dr./Alex Holden Way); Reconstruct parallel taxiway; Conduct terminal expansion feasibility study/design, Phase 1.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Federal Highway Administration

Notice In The Federal Register

Feb. 4...Advised the public that an environmental impact statement will be prepared on a proposal to build improvements on Interstate 10 from Buckeye Road to Baseline Road in Maricopa County, Ariz. The proposed project will involve construction

of facilities to provide safety, capacity, and operational improvements in the I-10 corridor within the study limits. The evaluation of alternatives will consider the social, economic, and environmental impacts to residential and commercial development, including Sky Harbor International Airport.

Airport Calendar

Except where noted, for information on American Association of Airport Executives (AAAE) conferences, call 703-824-0504 or fax 703-820-1395. For information on Airports Council International-North America (ACI-NA) conferences and meetings, call 202-293-8500 or fax 202-331-1362. For information on ACI-Europe conferences and meetings, contact ACI-Europe in Brussels at 32-2-513-08-66; fax 32-2-513-26-06. For information on other ACI events, contact ACI world headquarters in Geneva, at 41-22-717-8585; fax 41-22-717-8888, or e-mail aci@airports.org, unless otherwise noted.

FEBRUARY

10-12 — AAAE/SEC-AAAE Finance and Administration Conference, Portofino Bay Hotel, Orlando, Fla.

10-13 — AAAE/FAA Basic Airport Safety and Operations Specialist School, Hyatt Regency Phoenix, Phoenix, Ariz.

17-19 — ACI Computaport 2002 - Airport Information Technology Conference & Exhibition, Houston, Texas.

20-22 — AAAE/Airport Consultants Council, Airport Planning, Design and Construction Symposium, Denver Marriott City Center, Denver, Colo.

MARCH

5-7 — ACI Airlinks 2002 - Small Airports Marketing & Route Development Conference, Salzburg, Austria.

11 — Air Transportation Research International Forum Spring Meeting, 610-208-2235, fax 610-736-7077, e-mail jdahl@cartech.com

12 — Air Traffic Control Association, Inc. Symposium "FAA FY 2003 Budget," Hyatt Regency, Crystal City, Arlington, Va., 703-522-5717, fax 703-527-7251, e-mail carol.newmaster@atca.org

12-13 — Airports Council International-North America, 27th Annual FAA Commercial Aviation Forecast Conference, Washington, D.C. Convention Center, 202-267-3351, e-mail toni.trombecky@faa.gov, api.hq.faa.gov/conference/welcome.htm

13-15 — 13th Annual International Women in Aviation Conference, Opryland Hotel, Nashville, Tenn. Contact Jennifer Saddler Thomas, 740-452-6462.

18-19 — AAAE/ACI-NA Spring Washington Conference, Renaissance Washington, D.C., Hotel, Washington, D.C.

25-26 — 2nd Annual Aviation Security Summit, "New Challenges Facing the Air Transportation Industry: The Latest Strategies & Initiatives Post 9/11," San Francisco Airport, San Francisco, 1-866-742-9763 ext. 56, e-mail titiana@worldrg.com

27-29 — Northwest Chapter AAAE Annual Conference, Jackson, Wyo., contact George Larson at 307-733-7695.

APRIL

7-9 — AAAE/Great Lakes Chapter AAAE National Air Service Conference, Des Moines Marriott, Des Moines, Iowa.

7-10 — AAAE/FAA Advanced Airport Safety and Operations Specialist School, Minneapolis, Minn.

10-12 — AAAE Americans with Disabilities Act Compliance Seminar, Boston, Mass.

14-16 — NASA/AAAE Aeronautical Research Conference, Williamsburg, Va.

Regional Analysis - Northeastern U.S.

12 Months Ended June 2001

Top 30 Airports In the Northeast

		Annual O&D Passengers	Average One-Way Fare	Average Yield	O&D Passengers Per Day	Percent Zero Fare Passengers*
1	New York, LaGuardia	21,960,120	\$166	18.55	60,165	5.0%
2	New York, Newark	19,960,830	\$205	15.93	54,687	6.7%
3	Boston	19,592,450	\$185	15.57	53,678	6.8%
4	Baltimore	16,296,230	\$128	11.89	44,647	4.1%
5	Washington, National	12,734,530	\$170	19.54	34,889	5.0%
6	Washington, Dulles	10,373,850	\$207	11.83	28,422	8.6%
7	New York, Kennedy	8,520,350	\$211	17.64	23,343	6.8%
8	Hartford	6,904,380	\$156	12.57	18,916	5.7%
9	Providence	5,367,660	\$138	11.74	14,706	4.8%
10	Buffalo	4,209,980	\$125	13.59	11,534	3.8%
11	Manchester	3,156,880	\$142	11.84	8,649	4.4%
12	Albany, NY	2,892,630	\$143	11.91	7,925	5.6%
13	Islip	2,260,820	\$162	17.78	6,194	6.5%
14	Rochester	2,160,830	\$105	10.52	5,920	4.9%
15	Syracuse	1,876,110	\$175	16.25	5,140	7.1%
16	Portland	1,293,790	\$182	15.00	3,545	9.4%
17	Westchester County	958,420	\$245	26.60	2,626	8.2%
18	Burlington	941,700	\$164	15.24	2,580	7.7%
19	Atlantic City	604,650	\$103	11.77	1,657	0.1%
20	Newburgh	459,810	\$183	15.67	1,260	7.2%
21	Nantucket	389,440	\$64	37.52	1,067	1.4%
22	Bangor	358,370	\$181	15.51	982	4.4%
23	Binghamton	229,050	\$200	18.30	628	8.9%
24	Hyannis	223,440	\$40	49.87	612	0.5%
25	Elmira	208,190	\$206	21.86	570	7.5%
26	Ithaca	182,670	\$108	37.42	500	0.0%
27	Bedford	182,340	\$184	20.98	500	7.8%
28	Trenton	165,740	\$108	39.33	454	0.0%
29	Salisbury	134,190	\$81	35.62	368	1.9%
30	Martha's Vineyard	126,510	\$144	17.53	347	6.0%
Total Northeast		145,399,840	\$171	15.13	398,356	5.8%

Top 20 Markets Within the Northeast

	Market (Both Directions)	Nonstop Miles	Annual O&D Passengers	Average One-Way Fare	Average Yield	O&D Passengers Per Day	Percent Zero Fare Passengers*
1	Boston - New York, LaGuardia	185	1,883,890	\$112	60.71	5,161	1.2%
2	Washington, National - New York, LaGuardia	214	1,601,820	\$109	51.12	4,389	1.4%
3	Boston - Washington, National	399	858,340	\$137	34.24	2,352	3.2%
4	Baltimore - Providence	328	803,260	\$55	16.84	2,201	1.3%
5	Baltimore - Manchester	377	599,870	\$56	14.90	1,643	1.3%
6	Boston - New York, Newark	200	517,930	\$184	91.73	1,419	1.1%
7	Hartford Ct/Springfield - Baltimore	283	411,500	\$54	19.16	1,127	1.5%
8	Boston - Washington, Dulles	413	409,010	\$134	32.36	1,121	2.5%
9	Buffalo - New York, Kennedy	301	369,290	\$68	22.59	1,012	0.2%
10	Boston - Baltimore	370	261,970	\$131	35.36	718	1.1%
11	Albany, NY - Baltimore	288	259,070	\$54	18.62	710	1.3%
12	Buffalo - New York, LaGuardia	292	254,510	\$95	32.25	697	1.0%
13	Baltimore - Buffalo	281	241,250	\$58	20.31	661	1.1%
14	Washington, National - New York, Newark	199	235,850	\$170	86.00	646	0.9%
15	New York, Kennedy - Rochester	264	221,330	\$65	24.87	606	0.2%
16	Baltimore - Islip	220	221,220	\$53	24.20	606	2.9%
17	New York, LaGuardia - Washington, Dulles	229	216,340	\$123	53.50	593	1.6%
18	Hyannis - Nantucket	30	178,610	\$20	66.67	489	0.0%
19	Washington, National - Providence	357	136,030	\$151	42.39	373	1.4%
20	New York, LaGuardia - Rochester	254	135,840	\$110	43.33	372	1.7%

Northeastern states include CT, DC, MA, MD, ME, NH, NJ, NY, RI and VT.
* Zero fare passengers include frequent flyer redemption and all non-revenue passengers.



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